



SECRET

25X1

- 2 -

4. The military aviation people in Rumania are well satisfied with the quality of the service and the accuracy of the forecasts provided by the Institute of Meteorology but feel that it would be much better if more information on upper winds were available. At the present time, the Meteorological Service of Rumania is not equipped to provide a complete upper wind service. The wind soundings never go any higher than the freezing level nor are soundings ever taken above four thousand m. In the case of overcast conditions, the Institute of Meteorology must depend on the Air Force to send a plane aloft to determine the direction and velocity of the wind at various altitudes. Before World War II, the Air Force was able to provide a regular weather reconnaissance service for the Meteorological Service but this has been impossible since the war, mainly because the pilots who are qualified to make instrument flights are considered politically unreliable. The Soviets are afraid that too many of the pilots would take this opportunity to fly West.
5. There is no separate division specifically assigned to the task of meteorological research, but the work of Topor, in developing his method of long-range forecasting based on the theory of weather cycles, has required considerable statistical and climatological research.
6. The Rumanians are also interested in agricultural meteorology, soil conservation, and climate control by means of the proper use of forests and water storage. They have given considerable publicity to a scheme sponsored by the Soviets which involves the planting of forests, in areas where maximum rains are expected, for the purpose of having better forests, effecting soil conservation and, at the same time, changing the climatic pattern in Rumania.
7. There have been no other attempts at weather control in Rumania but the Soviets have given some publicity to their own efforts at controlling the weather over the USSR.
8. The Rumanian Meteorological Service is very clever in the field of publicity and public relations. Rumanian radio stations carry daily weather programs which are quite complete; they present a picture of the weather as it has been for the past day, a forecast for the weather of the following day and a complete summary of the rainfall and river stages on the Danube, including all stations from Yugoslavia to the Black Sea. This part of the daily program is broadcast both in Rumanian and Russian. On Sundays, special broadcasts for farmers are presented, in which the weather forecast for the next week is discussed in some detail and the farmer is given advice on the general weather trends based on the 30-day forecast.
9. Except from the point of view of propaganda, the Soviets interfere very little in the operation of the Rumanian Weather Service. The Soviets have their own meteorological unit located in the offices of the Institute of Meteorology in Bucharest. It is the function of this unit to provide a forecast service to the five or more stations which are used by the Soviet Air Force. The Soviet Forecast Unit in the Institute of Meteorology uses the official forecast issued by the Institute but is free to change the forecast as it sees fit.

SECRET

SECRET

25X1

- 3 -

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25X1

11. From the technical point of view, the Rumanian Service is a little behind the rest of the world. It does not use radar in the tracking of weather systems or in the making of balloon soundings for the determination of the upper winds. It has done very little in developing meteorological instruments: most of the equipment now in use in Rumania was manufactured in Germany. No Soviet equipment has been installed at any of the military airfields, with the possible exception of the exclusively Soviet airfields. 25X1

12. In communications too, the Rumanian Service is, to some degree, behind the times; all of the weather information is sent either by telephone (voice) or by Morse code. Most of the important stations are equipped with sending and receiving radio sets and are staffed with radio operators. All weather information is transmitted in standard international codes which must be broken down for use by the military personnel. The weather bulletins issued by the Institute of Meteorology are given no military security classification.

13. In general, there are two basic maps used in all of the weather offices in Rumania; they are the map of Rumania and the map of Europe. geographical boundaries for the map of Europe are as follows: to the East it includes the Ural mountains, to the South it takes in the Mediterranean but not Turkey, and to the North and West it includes both the Scandinavian countries and the British Isles. 25X1

14. The weather stations in Rumania are well distributed geographically and include, in addition to the standard first and second order stations, mountain stations and river reporting stations on the Danube. Most of the stations are well staffed; military stations usually have five or six enlisted men and one commissioned officer; civilian stations are staffed even more completely. The commissioned officers of the Military Meteorological Service are, in many cases, former civilian forecasters. The mobilization plan for the Civilian Meteorological Service, in the event of war, has not been clearly defined; it is felt, however, that some such plan is in existence, for in 1948 or 1949 all of the meteorologists at military airfields were issued uniforms and were required to wear them, although it was not quite clear just what their status was in the military organization.

15. Meteorological education is quite limited in Rumania. it is believed that the only good meteorological school is in the one located at Baneasa Airfield /4431N-2605E/ near Bucharest. Rumanian pilots are required to study some elementary meteorology during their first year of training but it is barely sufficient to enable them to understand in a rather vague way the special synoptic weather chart which is displayed in most of the airfield operations offices. Rumanian pilots generally do not fly in instrument weather. Most of the pilots do not receive any instrument training until after they graduate and are assigned to a regiment. They do get from eight to 10 hours of night flying but, even at that, only about one-fourth of the pilots of the 8th Transport Regiment in Bucharest were able to do only the most basic instrument flying. 25X1 25X1

SECRET

SECRET

25X1

- 4 -

16. The following are lists of names of most of the first and second order meteorological stations in Rumania as well as the names of five of the airfields, three of which  are used exclusively by the Soviet Air Force. 25X1

First Order Stations

Bucuresti-Baneasa /4431N-2605E/  
 Bucuresti-Pipera /4429N-2607E/  
 Bucuresti-Giulesti /4430N-2601E/  
 Rosiorii de Vede /4406N-2457E/  
 Targu Sorul Nou /4455N-2552E/  
 Buzau /4509N-2650E/  
 Focsani /4542N-2712E/  
 Brasov /4541N-2537E/  
 Targu-Mures /4632N-2431E/

Craiova /4419N-2353E/  
 Caracal /4407N-2421E/  
 Turnu Severin /4438N-2240E/  
 Timisoara /4547N-2113E/  
 Arad /4611N-2116E/  
 Oradea /4702N-2154E/  
 Satul Mare /4748N-2253E/  
 Turda /4632N-2347E/

Second Order Stations

Bucuresti-Popesti  
 Leordeni /4423N-2611E/  
 Galati /4527N-2803E/  
 Tecuci /4551N-2724E/  
 Predeal /4530N-2533E/  
 Campina /4508N-2540E/  
 Intorsura Buzaului /4541N-2602E/  
 Miercurea Ciuc /4621N-2548E/  
 Campulung (Muscel region) /4516N-2503E/  
 Medias /4610N-2423E/

Dumbraveni  
 Fagaras /4551N-2459E/  
 Boita /4538N-2415E/  
 Ramnicul Valcea /4506N-2423E/  
 Pitesti /4451N-2451E/  
 Caransebes /4525N-2214E/  
 Ludus /4629N-2406E/  
 Cluj /4644N-2333E/

Soviet-Controlled Airfields

Mamaia /4418N-2836E/  
 Otopeni /4434N-2605E/  
 Zilistea /4513N-2658E/

Timisoara /4547N-2113E/  
 Arad /4611N-2116E/

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